

## COASTWISE LAW NOT INVOLVABLE NOR HOLY THING

Administration Shipping Bill Exempts Islands From Some Restrictions

GEOGRAPHICAL DIFFERENCE IS GIVEN RECOGNITION

Foreign-built Ships Given Their American Registry May Enter Island Trade

(Associated Press by Federal Wireless.)  
WASHINGTON, May 21. The shipping bill, which passed the house yesterday by a vote of 211 to 161, virtually as introduced, will now go to the senate, where a Democratic and Republican combination defeated a similar bill last year.

That the position geographically of Hawaii makes it outside the "coastwise" trade of the United States has been recognized by the administration in the Ship Purchase Bill, which passed the house at Washington yesterday and which is now to run the gauntlet of the senate. This is one of the administration measures which the President insists must be passed before the date of the coming national convention and against which Minority Leader Mann conducted a filibuster on Friday in the house.

A resume of the bill, has been received in Honolulu. This was based on the bill as it was May 2, but it is probable, from the sources of information, that the measure as given below is practically that now before the senate. All deliberations of the house committee on merchant marine were executive. Not it was believed that little had been accomplished by ship owners to take the "sting" out of the bill so far as rate regulation was concerned.

### When Hawaii Figures

An important provision of the bill, according to this resume, is that foreign-built vessels admitted under the act of August 7, 1914, or under the present bill, may not engage in coastwise trade, but may engage in trade to Alaska, Hawaii or Porto Rico, when the board finds that such trade is not being served adequately. This would make the Pacific Mail new vessels, Colombia, Ecuador and Venezuela, eligible to engage in the San Francisco-Honolulu trade, assuming of course that the bill was presented to the house in this form.

### Summary of Measure

The summary follows:  
A shipping board is created to be composed of the secretary of the navy and the secretary of commerce, as members ex-officio, and five commissioners to be selected and appointed by the President, who shall be selected with due regard to their fitness and to a fair representation of the geographical divisions of the country. Not more than three commissioners to be of the same political party. No commissioner shall be in the land or hold any official relation to any common carrier subject to the provisions of this act, nor be engaged actively in any other business or employment. The salaries of the commissioners are to be ten thousand dollars per annum.

The board is authorized to have constructed in American yards and navy yards or elsewhere (giving preference, other things being equal, to domestic yards), or to purchase, lease, or charter vessels suitable, as far as the commercial requirements of the marine trade of the United States, may permit, for use as naval auxiliaries or army transports, or for other naval or military purposes.

The President is permitted to transfer to the board vessels not in use by the army and navy, and also vessels of the Panama Railroad Company not required for its business.

### May Charter or Sell

The board may charter, lease, or sell to any person, a citizen of the United States, any vessels so purchased, constructed, or transferred. When vessels belonging to the board become unfit for use they may be sold at public or private sale from the conditions and restrictions of this act.

Vessels purchased, chartered, or leased from the board may be registered or enrolled and licensed as vessels of the United States, with the proviso that foreign-built vessels heretofore or hereafter admitted under the act of August 7, 1914, or under this act, and vessels owned, chartered, or leased by any corporation in which the United States is a stockholder (except the Panama Railroad Company) may not engage in the coastwise trade of the United States, except that such vessels may engage in trade with Alaska, Hawaii or Porto Rico, whether or not en route to or from a foreign port, if the board finds any such trade is not being adequately served by a regular line or lines. Such vessels while employed as merchant vessels shall be subject to all laws, regulations, and liabilities governing merchant vessels, whether the United States be interested therein as owner, in whole or in part, or hold any mortgage, lien, or other interest therein. No such vessel, without the approval of the board, shall be transferred to a foreign registry, or flag or sold, nor, except under regulations prescribed by the board, be chartered or leased. Failure to observe forfeits vessel to the United States. Provision

is made for taking over vessels in time of war or national emergency in the usual manner by appraisal.  
The board is authorized to form one or more corporations for the purchase, construction, equipment, lease, charter, maintenance, and operation of merchant vessels in the commerce of the United States. Total capital stock not to exceed \$50,000,000.

### Five Years After Peace

The bill will contain a provision to the effect that at the expiration of five years from the conclusion of the present European War the operation of vessels on the part of any corporation organized by the board shall cease and the said corporation stand dissolved. The vessels and other property shall revert to the board, and it may sell, lease, or charter such vessels and other property in treasury to its credit. Stock of such dissolved corporations to be taken over by board at fair and reasonable value.

The shipping board is charged with the duty of investigating the relative cost of building vessels in the U. S. and in foreign maritime countries, as well as the relative cost and disadvantages in operation. It is to study the navigation laws and regulations thereunder and make recommendations to Congress for the amendment, improvement and revision of such laws and for the development of the merchant marine. It is to investigate the legal status of mortgage loans and of encouraging investment in American shipping.

### Must File Freight Rates

In many such respects the rate-regulating features remain much the same as set forth in H. R. 14337, although there is one very material change to which your attention is called.

Originally the wording of H. R. 14337 was of such a nature that the committee held it did not require water carriers to file their rates with the board on local business. The new provision leaves no doubt about this and makes it mandatory to do so but they give the board power to waive the "days" notice for good cause shown.

"That every common carrier by water in interstate commerce shall establish, observe, and enforce just and reasonable rates, fares, charges, classifications, and tariffs, and just and reasonable regulations and practices relating thereto, and to the issuance, form, and substance of tickets, receipts, and bills of lading, the manner and method of presenting, marking, packing, and delivering property for transportation, the carrying of personal, sample, and excess baggage, the facilities for transportation, and all other matters relating to or connected with the receiving, handling, transporting, storing, or delivering of property."

### Rates Must Be Equal

"Every such carrier shall file with the board and keep open to public inspection, in the form and manner and within the time prescribed by the board, the maximum rates, fares, charges, or in connection with transportation between points on its own route; and when a through route has been established, the maximum rates, fares, and charges for or in connection with the transportation between points on its own route and points on the route of any other carrier by water. No such carrier shall demand, charge, or collect a greater compensation for such transportation than the rates, fares, and charges filed in compliance with this section, except with the approval of the board and after ten days' public notice in the form and manner prescribed by the board, stating the increase proposed to be made; but the board for good cause shown may waive such notice."

"Whenever the board find that any rate, fare, charge, classification, tariff, regulation, or practice, demand, charge, collected, or observed by such carrier is unjust or unreasonable, it may determine, prescribe, and order enforced, just and reasonable maximum rate, fare, or charge, or a just and reasonable classification, tariff, regulation, or practice."

## HILLO RAILWAY WHARF IS DECLARED UNSAFE

Superintendent Filler Expects To Attitude of Chairman Forbes

Chairman Charles R. Forbes of the public utilities commission has condemned the Hilo railway wharf as unsafe for public use and advises the use of Kihio bay wharf in its stead.

Forbes is reported to have said that on account of the piles, the railway wharf is unsafe. He noted this as soon as he arrived in Hilo and took occasion to telegraph to the attorney general to find out what his power was in the condemning of the structure. He was informed that so far as the wharf was used for public utilities he had power to act. Forbes thereupon declared his intention of going after the condition of the wharf.

R. W. Filler, superintendent of the railway, took exception to the remarks of Forbes and said that the structure was not unsafe else he would not authorize the placing of many thousands of tons of sugar and other freight on it, to say nothing about trains and locomotives. The repair or reconstruction of the wharf is up to the directors of the road and they are said to be considering the expenditure of more than \$100,000 on it.

LITTLE FAULT TO FIND WITH BIG ISLAND PHONES

At the meeting of the public utilities commission in Hilo, to investigate the Hawaiian Telephone Company, there were very few complaints lodged. There were two protests from out of town subscribers but they were of minor importance and the troubles will be remedied. By a show of hands when it came to the voting for or against the present toll system there were only two dissenting votes.

## HASTENING DESIGNS FOR BATTLESHIPS

Vessels Are To Be the Largest Afloat—Greater Than Two Under Construction

Designs for the various types of naval vessels that Congress may authorize this year are being pushed toward completion in the Navy Department, so that there may be no unnecessary delay in starting construction after the appropriation bill becomes a law. The designs in preparation include those for battleships, battle cruisers, torpedoedestroyers, submarines, gunboats, a hospital ship and a fuel ship.

The battleship plans contemplate the largest vessels of this class ever laid down for this government, and there is a prospect that they will have a displacement of 30,000 tons, or 4,000 tons more than the California and Tennessee authorized last year. This displacement will be necessary if the Navy Department adopts the recommendation of the general board in favor of the installation of sixteen-inch guns on them.

### Experts Disagree

There is a difference of expert view in regard to the wisdom and effectiveness of adoption of 16-inch guns instead of those of 14-inch caliber. Ordinarily twelve 14-inch guns would correspond in weight to eight 16-inch guns, so that an increase in the number of 16-inch guns from eight to ten, as contemplated by the general board, would require the additional displacement of twelve 14-inch guns. In case the 16-inch gun is adopted, there probably will be a return to the two-gun turret, in view of the fact that it hardly will be found practicable to install three such guns in a turret.

The designs for the battle cruisers, of course, are entirely new, and the detailed plans have not been finished. It has been decided, however, that there shall be a speed of at least 35 knots, with other chief characteristics in the way of armor protection, armament and steaming radius that will make those vessels the most formidable of the type afloat.

### Faster Destroyers

The characteristics of the new destroyers included in this year's program will be similar to those of the destroyers designed last year, with some minor improvements and perhaps a slight increase in speed. Last year's destroyers are due for completion in the fall of 1917, they will have a displacement of about 1,134 tons and they are designed to be driven by Parsons turbines at a speed of 30 knots.

It remains to be determined, probably by Congress in legislation relating to this year's building program, whether the submarines shall be of the fleet or coastal type. The indications are, however, that Congress will be disposed toward the smaller type of submarine, on the theory that it is advisable to await results of the trials of the 1,000-ton fleet submarine Schley, which is due for authorizing more submarines of that displacement.

### New Hospital Ship

The tentative designs for gunboats contemplate an improvement in the Kanawha, which has given such satisfaction, and which seems in its 1,425 tons' displacement and speed of 12½ knots to serve the purpose of the navy better than any of the other vessels of that class.

The hospital ship, of course, will be entirely new, and it will be, in its accommodations and facilities for the care of sick and wounded, in accordance with designs that have been prepared upon recommendations of the bureau of medicine and surgery.

### Abandon Oil As Fuel

The new fuelship probably will be practically a duplicate of the Kanawha, with some minor changes suggested by recent developments in that type, especially in the way of apparatus. The Kanawha has a displacement of 14,500 tons.

An important question that will have to be considered soon in connection with the machinery design of naval vessels, if not as to this year's program then in connection with the next, is abandonment of dependence upon oil fuel, upon which the latest battleships and destroyers now entirely subsist.

Such abandonment will be necessary, according to the naval authorities, unless the Navy Department is successful in blocking pending legislation that threatens to prevent governmental control of petroleum supplies for the navy in this country, and there would result a return to coal.

The Osaka Shosen Kaisha steamer Panama Maru sailed from Yokohama for Honolulu May 21. She will arrive here about June 4, to sail the next day for San Francisco.

## Spanish Vessels May Leave Trade From Philippines To Europe Ports

Manila Says Government Is Considering Taking Vessels For Its Own Use

Consternation has been caused in the Manila Spanish community by cables reports from Spain that the government had decided to order the withdrawal of the Spanish Mail liners from the run between Barcelona and Manila, to put them on the other runs in European waters or on the Atlantic, say Manila dispatches.

The Spanish Chamber of Commerce cabled a protest to the Spanish government against the proposed action and the Filipino chamber of commerce has joined in the movement.

### Hardship On Spaniards

The Spanish community of Manila hopes to impress upon the government the hardship that would be wrought upon the Spaniards of the Philippines by the withdrawal. There are nearly 10,000 persons of Spanish blood in the islands and the Spanish Mail represents to them their only means of returning to Spain. Other lines are too expensive; they are operated by subjects of belligerent nations; they are foreign vessels on which Spaniards are little understood. They take to the Islands Spanish products of which a great quantity is consumed, even among the Filipinos. The withdrawal of the Spanish steamers will be a great blow to Philippine Spaniards.

But the effect of the withdrawal of the steamers, it is pointed out, will not be serious for the Spanish community. The Spanish Mail mostly takes out of the Islands great cargoes of local products for Europe. It is one of the few lines by which Philippine products may now go to Europe. When this line is closed to Philippine products, it probably will mean an advance in European freights and congestion.

### Hardship At Home

During the past few months there has been considerable hardship in Spain for lack of coal, food supplies and other necessities, the supply of which is dependent on available tonnage. Several industrial centers, employing thousands of men and women, have been without coal and raw material, thus forcing in turn the factories and other industrial establishments to shut down. As an immediate result, the working forces of these concerns have been laid off temporarily.

To bring about needed relief and keep the factories going, the Spanish government has seriously considered the question of making use of its powers by taking over the operation of all subsidized steamers. Steamers thus requisitioned by the Spanish government will be used in the first place for the importation of coal, raw material and other commodities needed to keep trade and industries going and to keep the working classes employed at their regular occupations.

## TWO COAST ARTILLERY COMPANIES COMING

Ordered To Sail From Coast On July Transport

WASHINGTON—Orders have been issued by the War Department directing the Second and 125th companies of Coast Artillery to proceed to Honolulu for duty in the fortifications of the Hawaiian Islands. They will go by army transport, to leave San Francisco on July 5. The Second company now is stationed at Fort H. G. Wright, N. Y., and the 125th Company at Fort Terry, N. Y.

Certain coast artillery officers are ordered to be transferred between companies, so that the officers of the two companies for Hawaii will be as follows: Second company, Capt. Lloyd B. Magruder, First Lieut. Frank Drake and Second Lieut. Joseph C. Haw, and 25th company, Capt. Lawrence C. Crawford, First Lieut. Hollis Le R. Miller, and Second Lieut. Stewart S. Giffin.

The requirements of the fortification abroad will make it necessary to send additional coast artillery companies from time to time in the future to the Canal zone, Hawaii and the Philippines, but selections of companies for these assignments have not been made as yet.

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## SPORTS

### FUTURE CHAMPIONS MAY HAVE BEEN UNCOVERED AT THE MEET

One particularly good end was served by the handicap swimming meet which was concluded in the naval ship yesterday afternoon. It introduced to the community John Kelli and John Kealo, until about five minutes ago divers for the precipitant nickel in the pellucid waters of the harbor, and now regular members of the Heanani Yacht Club.

These two youngsters were practically the whole swimming and if they continue as they have started they are destined to do Hawaii proud in the line of nautical endeavor.

### Here is their record for the meet:

**John Kelli**  
Second in second heat of men's 100 yards handicap.  
Won 440 yards handicap.  
Won 50 yards scratch race.  
Second in final heat of 100 yards men's handicap.

**John Kealo**  
Won first heat of 50 yards scratch race for boys under 15.  
Won 220 yards scratch race for novices.  
Won first heat of 100 yards scratch race for novices.  
Second in first heat of 100 yards scratch for boys under 15.  
Won final heat of 50 yards scratch for boys under 15.  
Won final heat of 100 yards novice race.

### Second in final heat of 100 yards scratch race for boys under 15.

Kelli is beautifully built and has a strong, smooth and very effective stroke. All distances look alike to him and he appears to be able to swim all day long.

### In the 50 yards scratch race yesterday he swam the course in :24 1-5 on a false start, and then came right back and won in the same fast time in the actual race.

### Was a Friendly Race

In the 880 yards handicap Harold Kruger and John Kelli did the deed of old pal act, swimming and chatting together throughout the race most sociably. They soon ate up the lead given their opponents by the handicapper and made a very clubby dead-heat of the race.

For the 220 yards for enlisted men a field of five turned out, including Alexander M. Ross, who had won a similar event at 100 yards on the first day, and who, by the way, is an Apache Indian; and V. C. Hostetter, a likely swimmer from the U. S. S. Alert. A splendid race resulted in a victory for Elmer T. Johns for the sailor.

### The 50 yards relay was an interesting race and was won in 3:43.

### The Winners

**Summary:**  
50 yards, scratch—John Kelli, 1st; Harold Kruger, 2nd; Frank Cunha, 3rd. Time, 24 1-5.

100 yards, scratch, boys under 15—John Kealo, 1st; A. G. Harris, 2nd; J. Gilman, 3rd. Time 27 3-5.

100 yards, women's handicap—Lucile M. Legros, 1st; Helen M. A. Ross, 2nd. Time 1:24 4-5.

100 yards, women's handicap—Kim Wei, 1st; John Kelli, 2nd; Harold Kruger, 3rd. Time, 1:52 2-5.

100 yards, novice—John Kealo, Jr., 1st; Victor Kahn, 2nd; Robert Boyd, 3rd. Time, 1:05 2-5.

880 yards handicap—Harold Kruger and John Kelli, dead heat; W. Rowat, 3rd. Time, 12:48 3-5.

100 yards, scratch, boys under 15—J. Gilman, 1st; John Kealo, Jr., 2nd; A. G. Harris, 3rd. Time, 1:02 3-5.

440 yards, scratch, enlisted men—Elmer T. Johns, 1st; V. C. Hostetter, 2nd; Max Heinze, 3rd. Time, 5:08 1-5.

50 yards, relay—Winning team, John Kelli, Victor Kahn, George C. Hawkins, Ah Kin Yee, Frank Cunha, J. Clay, S. Kahanamoku, Ikeole. Time 3:43.

### Saturday's Results

50 yards women handicap—Lucille M. Legros and Helen N. A. Ross, dead heat. Time, 1:24 4-5.

220 yards, scratch, novice—John Kealo, Jr., 1st; Joseph Ikeole, 2nd; Robert Boyd, 3rd. Time 2:59 1-5.

100 yards, scratch, enlisted men—Alex. M. Ross, 1st; Clifford G. Showen, 2nd. Time, 1:14 1-5.

220 yards, men's handicap—Frank Cunha, 1st; Harold Kruger, 2nd, Kim Wei, 3rd. Time 2:30 1-5.

Diving—Robert Fuller, 1st; Karl Krebs, 2nd; Jack Hjorth, 3rd.

440 yards handicap—John Kelli, 1st; Frank Kruger, 2nd. Time, 6:29.

### Those In Charge

The officials yesterday were as follows:

Judges: G. E. Schaefer, C. K. Stillman Jr., timers, Lew Henderson, Lieut. Meyer, Robert Horner; starter, J. Fulard Leo; announcer, Lorrin Andrews; clerk of course, Lorrin Andrews; referee, C. E. Mayne; scorer, C. E. Warwick; check starter, Lieut. Louis D. Papi.

John Soper desires to extend thanks on behalf of the A. A. U. to those gentlemen who acted as officials of the meet.

## BILLY WOODS BOOSTS THE BIG ISLAND

"Pneumatic" Billy Woods, the old-time boxer and who holds the unique distinction of having acted as sparring partner for three world's champions, Corbett, Fitzsimmons and Jeffries, is in town from the Big Island, where he has been since last November, in charge of 57 prisoners who are working on the Kona road. Woods has for many years past been turnkey at Oahu prison. He returns to Hawaii on Wednesday and doesn't expect to visit the metropolis for another six months.

Woods says that he likes life on Hawaii and that he finds plenty of sport with the wild pigs, pheasants and plovers.

"Hawaii is a wonderful island," remarked the old-time boxer, "and in order to properly appreciate its manifold attractions and charm, it is necessary to reside there for several months."

## HEALANI SUNDAY A GREAT SUCCESS

A fair number of wet bobs turned out at the Heanani rally yesterday. Diving exhibitions were given by the Heanani's clever junior Jack Hjorth, Bob Fuller and Joe Whittle, the club's dare devil.

Capt. Charlie Brown turned out five crews for a sprint race from the spar buoy to the bouthouse. It was a very even affair, this year's freshmen having a shade the best of the pull. Then there was sculling by Bob Fuller, Willie Rowat and Frank Kruger.

The attendance was satisfactory considering that the rowers' ball at the Outrigger Club did not adjourn until two o'clock yesterday morning.

## OFFICIAL RECORD OF LAST CIVIC CONVENTION IS OUT

The official record of the proceedings of the fourth annual civic convention, held in Lihue, Kauai, September 26-27, 1915, are now out for distribution in printed form. The proceedings are contained in a pamphlet of 102 pages and may be obtained at the Honolulu chamber of commerce. The report is from the press of The Advertiser.

## GIANTS IN FOURTH PLACE

Yesterday's games:

**American League**  
At Washington—Washington 4 Cleveland 3.

**National League**  
At Cincinnati—New York 11, Cincinnati 1.

At St. Louis—Boston 2, St. Louis 0.

At Chicago—Philadelphia 4, Chicago 1.

Team standings:

**AMERICAN LEAGUE**

Cleveland . . . . . 21 11 65

Washington . . . . . 20 11 64

New York . . . . . 14 12 39

Boston . . . . . 14 15 48

Detroit . . . . . 13 17 43

Chicago . . . . . 13 18 41

Philadelphia . . . . . 12 17 41

St. Louis . . . . . 11 17 38

**NATIONAL LEAGUE**

Brooklyn . . . . . 16 9 62

Philadelphia . . . . . 16 11 59

Boston . . . . . 14 11 59

Chicago . . . . . 16 16 59

New York . . . . . 13 13 50

Cincinnati . . . . . 15 18 45

St. Louis . . . . . 18 22 42

Pittsburgh . . . . . 12 18 40

## THE BLASTED OAKS

Yesterday's games:

At San Francisco—Los Angeles 5 San Francisco 7.

At Vernon—Vernon 5, Oakland 2.

At Salt Lake—Portland 9, Salt Lake 2.

Team standings:

**COAST LEAGUE**

Vernon . . . . . 28 17 622

San Francisco . . . . . 23 22 532

Los Angeles . . . . . 22 21 512

Portland . . . . . 16 19 457

Salt Lake . . . . . 18 22 426

Oakland . . . . . 19 29 397

## COMMITTEE INSPECTS DAM IN NUUANU VALLEY

The Nuuanu dam committee went over the ground yesterday, spending a couple of hours at the dam site. The committee will meet at the senate chamber tomorrow evening at seven o'clock to talk over its investigation and get some data from the waterworks engineer. The members of the committee probably will make another trip to the reservoir before making their report on the condition obtaining as they found them.

## TENNIS TOURNAMENT AT PUUNENE CLUB

Twenty-six members of the Puunene Athletic Club have been engaged during the past two weeks in a tennis tournament, the play being for a handsome new cup offered by the Club. The following games have been played:

F. F. Baldwin vs. Wm. Lougher, 6-2, 6-4; R. E. Hughes vs. C. C. Campbell, 6-4, 6-2, 6-4; Dr. Young vs. A. Mc. Nicoll, 4-6, 5-6; J. S. B. Mackenzie vs. A. MacLaren, 1-6, 7-5, 6-3; J. H. Pratt vs. J. B. Thomson, 3-6, 2-6; Dr. Sawyer vs. W. A. Baldwin, 6-1, 1-2; Geo. Murray vs. Fred Cowell, 6-3, 3-4; H. A. Hansen vs. W. D. Walker, 7-5, 6-3; David Rattray vs. R. B. Walk, 2-6, 5-7; E. F. Deisner vs. W. E. Eagle, 6-7, 6-2, 6-3.

## Marasmus in Barbados